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REPORT NO. TOPIC Airfields in AustriaEVALUATION see below PLACE OBTAINED  25X1DATE OF CONTENT 10 to 13 November 1952DATE OBTAINED  25X1 DATE PREPARED 16 December 1952

REFERENCES \_\_\_\_\_

PAGES 2 ENCLOSURES (NO. & TYPE) \_\_\_\_\_

REMARKS \_\_\_\_\_

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1. Wiener Neustadt (O 48/X 34). Between 4 and 5 p.m. on 11 November 1952, 11 IL-28s, 6 Pe-2s, and about 20 MiG-15s were parked at Wiener Neustadt airfield. The hollow in front of the pyrotechnic plant could not be observed. Individual MiG-15s circled over the field for about 10 minutes. There were no clouds. There was a westerly wind at a speed of about 5 km/h. The noise of aircraft engines was heard up to about 11 p.m. Seven AA guns with gun shields and thin barrels with flash hiders were emplaced along Badener Strasse. Six AA guns were previously observed there. An overhead telephone line was being laid from the direction of the flight control station to the AA gun emplacements.

2. Between 5 and 6 p.m. on 13 November, the same number of aircraft was observed at the field as on 11 November. The telephone line to the AA gun emplacements was completed. It terminated in a newly built wooden house.<sup>2</sup> Four trucks,  were parked at the side of the AA gun emplacements. Source observed that radar station south of the Wiener Neustadt-Bad Fischau road was vacant. No guns or sets were observed in the cantonment west of Wiener Neustadt.

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3. Parndorf (P 48/X 77). Between 8:50 a.m. and 1:15 p.m. on 13 November, 18 MiG-15s, 1 single-engine plane with a radial engine and 2 biplanes were parked at Parndorf airfield. There was a southwesterly wind at about 20 km/h and a 4/10 overcast, the cloud base being at an altitude of 1,500 to 2,000 meters. The visibility was good. The single-engine, two-seater plane with a cabin roof took off and landed at irregular intervals. The tail of a MiG-15 plane was removed so that the jet engine could be observed. The air intake was covered with a red lid. Some of the MiG-15s had auxiliary fuel tanks which were fitted almost in the middle between the extended landing gear and the wing tips. Two different sizes of containers could be identified. The smaller container was about 1 meter long and about 30 cm at the point of maximum diameter. The larger one was about 1.5 meters long and 50 cm in diameter. Some containers lay on the ground under the wings of the parked MiG-15s. These planes had rail-like devices under their wings.<sup>3</sup> A new long wire antenna was fitted on a temporary building in the southwestern corner of the field. The two masts were about 6 meters high and about 10 meters apart.<sup>4</sup> The antenna mast with a cone-shaped bracing was still located on the western edge of the field. Six AA gun emplacements in the southwestern corner of the field were occupied for the first time. The AA guns had flash hiders. South of the AA gun emplacements, there was a concrete site which was occupied by 8 tank trucks, 5 trucks, 1 starting carriage, 5 Stalin type tractors and 3 weapons carriers.

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4. Aspern (P 49/X 49). Between 8:30 a.m. and 12:30 p.m. on 10 November, 34 MiG-15s, 60 Pe-2s, and 2 biplanes were parked at the field. No twin-jet planes were observed. There was a 10/10 overcast, light rain, and a visibility of about 1 km. No flights were made. The following motor vehicles were parked in and in front of the garages near the flight control station: 10 tank trucks, 28 trucks, 1 van-like truck, 1 starter carriage, and fire truck. The two radar sets on the north-western edge of the field were removed. A sentry wearing black-bordered blue epaulets was posted in front of the komendatura building in Aspern. Truck driver wearing black-bordered blue epaulets and sedan without a driver were parked in front of this building. No change was observed on the radio installation on the eastern perimeter of Gross Enzersdorf.

5. Gostzendorf (P 49/X 57). Between 8 a.m. and 2 p.m., 48 Pe-2s, 2 Boston A-20 planes, and 3 P-51A planes were parked at Gostzendorf airfield. There was a 10/10 overcast with intermittent rain showers. Visibility was limited to the opposite border of the field. The cloud base was at an altitude of about 1,000 meters. There was no air activity. Two tank trucks, 1 van-like truck and 3 trucks were parked near the flight control station. No activity was observed at the field. A sentry wearing black-bordered blue epaulets driver wearing black-bordered blue epaulets were observed in front of the komendatura building in Gostzendorf. At about 12:30 p.m., truck loaded with two containers for food, driver wearing black-bordered blue epaulets, moved from the kitchen and garage toward the airfield. Eight tank trucks, 12 trucks, 8 van-like trucks, and 4 jeeps were observed at the motor vehicle parking site. There was vehicular traffic involving tank trucks and trucks. All of the drivers wore black-bordered blue epaulets.

6. St. Poelten (O 49/W 86). Between 7:45 a.m. and 4:30 p.m. on 13 November, source observed the radio installations in the St. Poelten area. Three van-like trucks one of which was jacked up, were observed at the northern radio installation. Only two van-like trucks were observed there on 10 August 1952. A low wooden building, 20 x 6 meters, was newly erected about 300 meters from the road. Twelve Russians were observed in the area of the radio installation. The tents which were last observed near the southern radio installation were removed.

1. Comment. The fighter units which were transferred to Wiener Neustadt airfield in October started flight training in November. They made individual flights at day and night. It is believed that these units will not be ready for action within the next six months.
2. Comment. The telephone line probably is an auxiliary line to the fire direction center of the AA gun emplacements. Similar observations were repeatedly made in East Germany.
3. Comment. It is known from previous reports that there are at least two sizes of auxiliary fuel tanks fitted on MiG-15 planes. The sizes reported are estimated by source and, therefore, may not be quite correct. The observation of two rail-like devices is the first indication as to the method of suspension of the auxiliary fuel tanks on MiG-15 planes.
4. Comment. This installation probably is an auxiliary radio installation.

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